

BookletChart™

Apostle Islands

NOAA Chart 14973

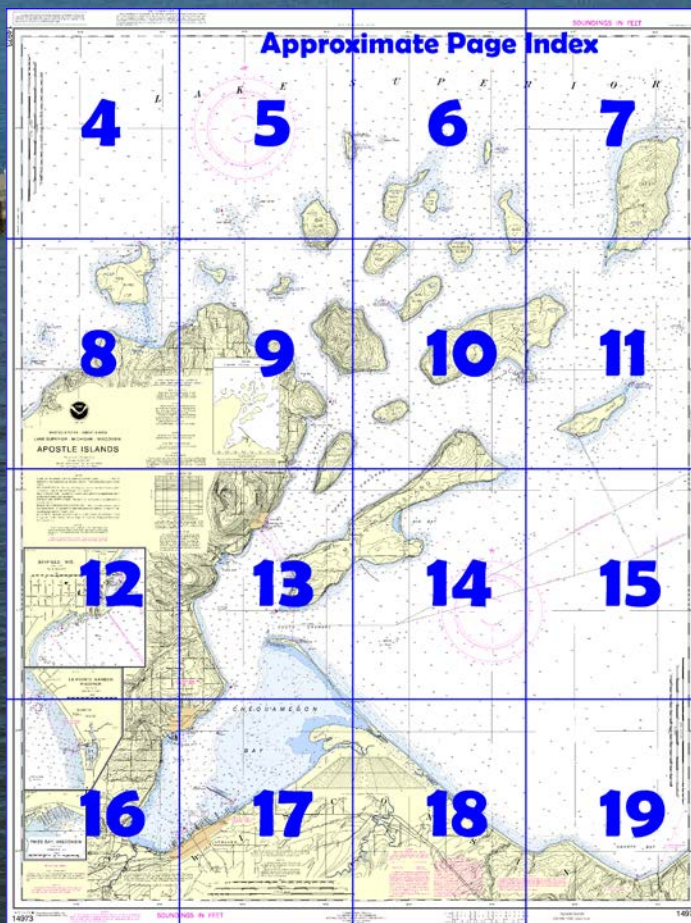


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14973>.



(Selected Excerpts from Coast Pilot)

The **State boundary** between Michigan and Wisconsin, about 1 mile northeast of Saxon Harbor, follows the course of **Montreal River**. The river is not navigable. **Saxon Harbor**, 57 miles southwest of Ontonagon Harbor, is at the original mouth of **Oronto Creek**.

Small-craft facilities.—A 300-foot mooring dock with a launching ramp is on the east side of the harbor. Berths, gasoline, electricity, marine supplies, and sewage

pump-out facilities are available in the harbor.

From Saxon Harbor, the shore extends northwest for about 21 miles to the west end of Long Island at the entrance to Chequamegon Bay.

Marble Point, about 4 miles northwest of Saxon Harbor, is at the west end of the bluffs that characterize the shore west of the Porcupine Mountains. West of Marble Point to Chequamegon Bay, the shore is low and marshy, and shoals extend no more than 0.7 mile from shore.

Long Island is an extension of **Chequamegon Point**, separated from it by a reappearing sandbar. The island and point, both sandy and wooded, have a total length of about 7 miles and a width of less than 0.25 mile. Together they form the northeast side of Chequamegon Bay.

Chequamegon Point Light (46°43'42"N., 90°48'36"W.), 33 feet above the water, is shown from a white cylindrical tower on the west end of Long Island.

The Apostle Islands are north of this stretch of shore. Madeline Island, the S island of the group, is 1.5 miles north of Long Island. **South Channel**, the deepwater passage between Madeline and Long Islands, is the east approach to Chequamegon Bay. The north side of the channel is marked by a lighted buoy that marks the extent of shoals off the southwest end of Madeline Island. **La Pointe Light** (46°43'42"N., 90°47'06"W.), 70 feet above the water, is shown from a white cylindrical tower on the north side of Long Island.

Chequamegon Bay, separated from Lake Superior by Chequamegon Point and Long Island, is about 12 miles long and 5 miles wide. The bay is entered through the deep water west of Long Island. The deep water follows close to the west shore of the bay to within about 4 miles of the head, thence extends S across the bay to the wharves at Ashland. The limit of the shoal border off **Houghton Point**, on the west shore 3 miles southwest of Chequamegon Point Light, is marked by a lighted buoy. north of Ashland, the east part of the bay is filled with a flat. The shoalest water is around **Oak Point** in the E corner of the bay. The west edge of the flat is marked by a lighted buoy 2.2 miles south of Houghton Point. Above Ashland, the bay shoals gradually toward the head.

Ashland Harbor, serving the city of **Ashland, WI**, is on the southeast side near the head of Chequamegon Bay. The harbor is sheltered from the storms of Lake Superior by Chequamegon Point, Long Island, and the Apostle Islands. However, the size of the bay permits the generation of waves within itself, and in NE storms, when accompanied by swells coming in from the lake, heavy seas occur in the bay. A breakwater northeast of the Ashland wharves provides protection for the harbor facilities. The city of Ashland is on a low bluff that fronts the southeast side of the bay. Stacks and spires in the city are prominent.

Caution.—Much of the Ashland waterfront is in ruins. Piles and submerged piles extend up to 2,300 feet from shore throughout the area. The remains of piles are often adrift in the harbor. In 1987, submerged debris was reported immediately north of the Ashland Breakwater, extending at least 4,900 feet off the breakwater, with heaviest concentration at a point about 2,790 feet, 061° from Ashland Breakwater Light.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Ashland is a **customs port of entry**.

Small-craft facilities.—Berths and launching ramps for small craft are available at the city dock, 0.6 mile northeast of C. Reiss Coal Co. Dock, and at a boat club 1.8 miles northeast of the city dock. Fuel is available by tank truck.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander
9th CG District
Cleveland, OH

(216) 902-6117

Table of Selected Chart Notes

Pump-out facilities

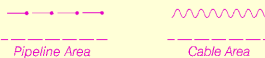
CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.226' southward and 0.668' westward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

APOSTLE ISLANDS NATIONAL LAKESHORE

The Apostle Islands National Lakeshore boundary extends from the shoreline to $\frac{1}{2}$ mile offshore.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTÉ D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 601.1 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

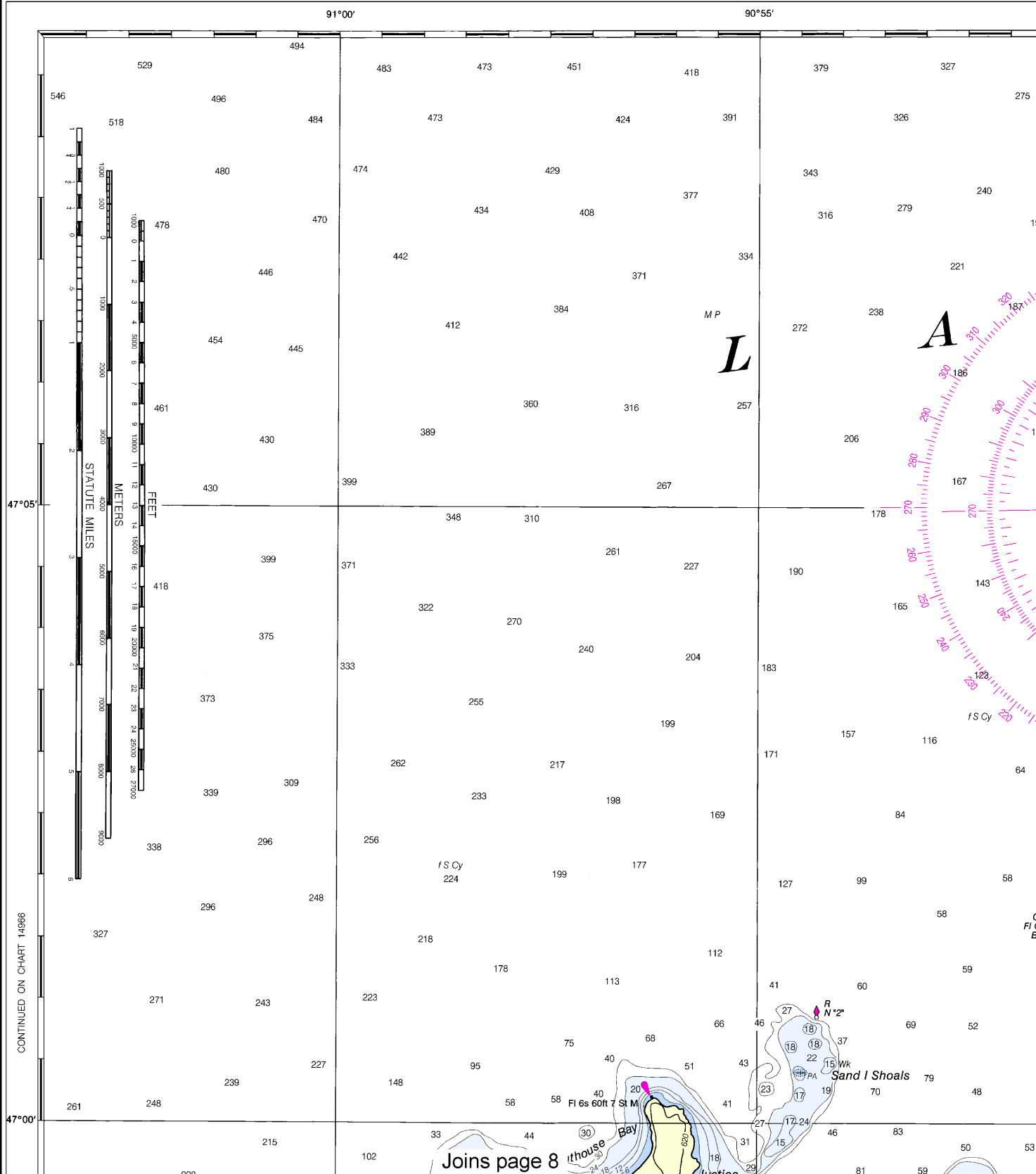
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. for clearances see U.S. Coast Pilot 6.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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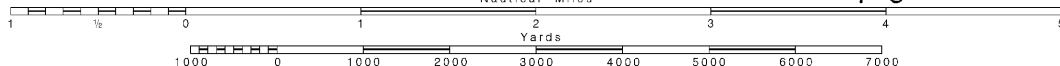


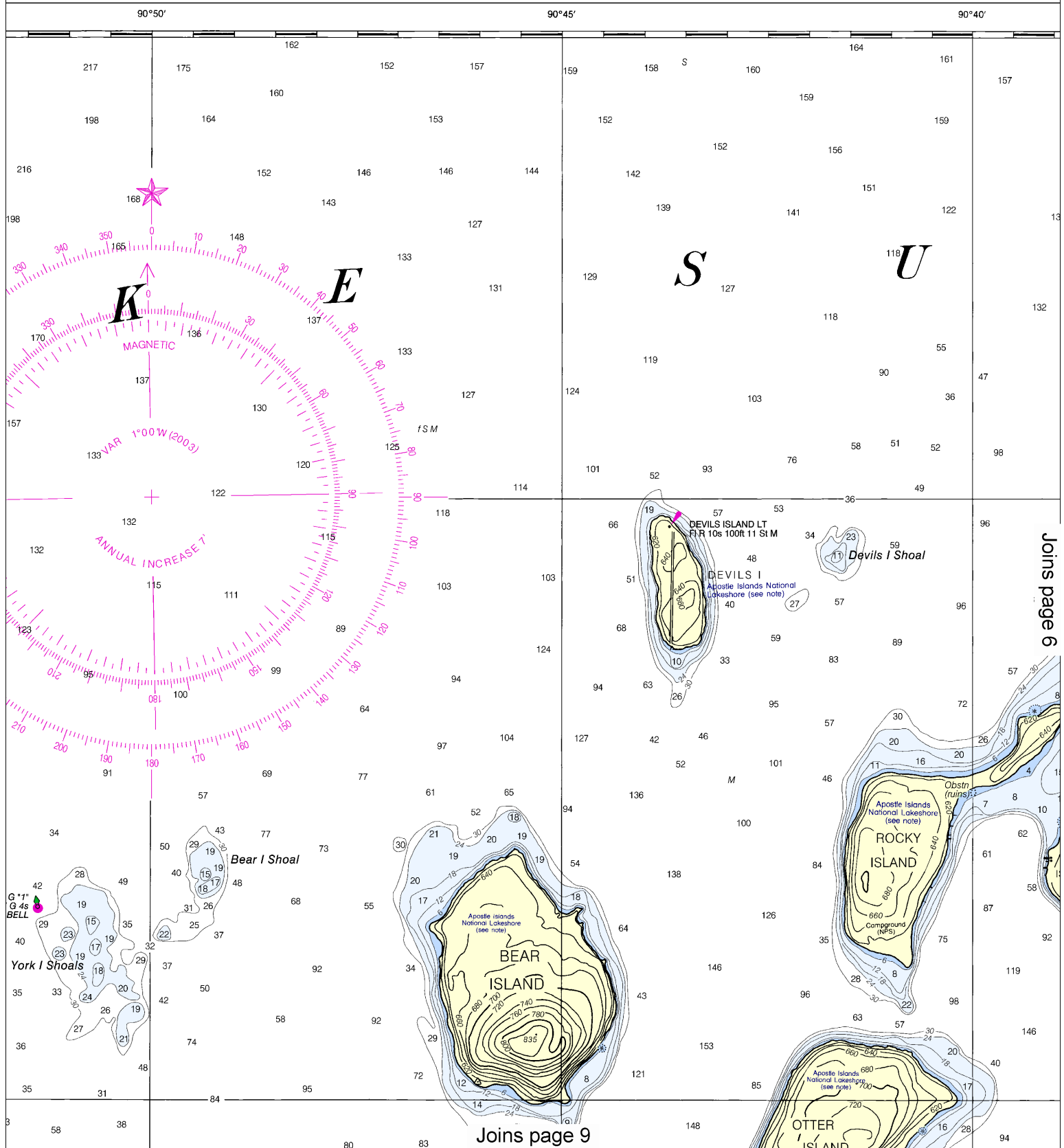
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Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.

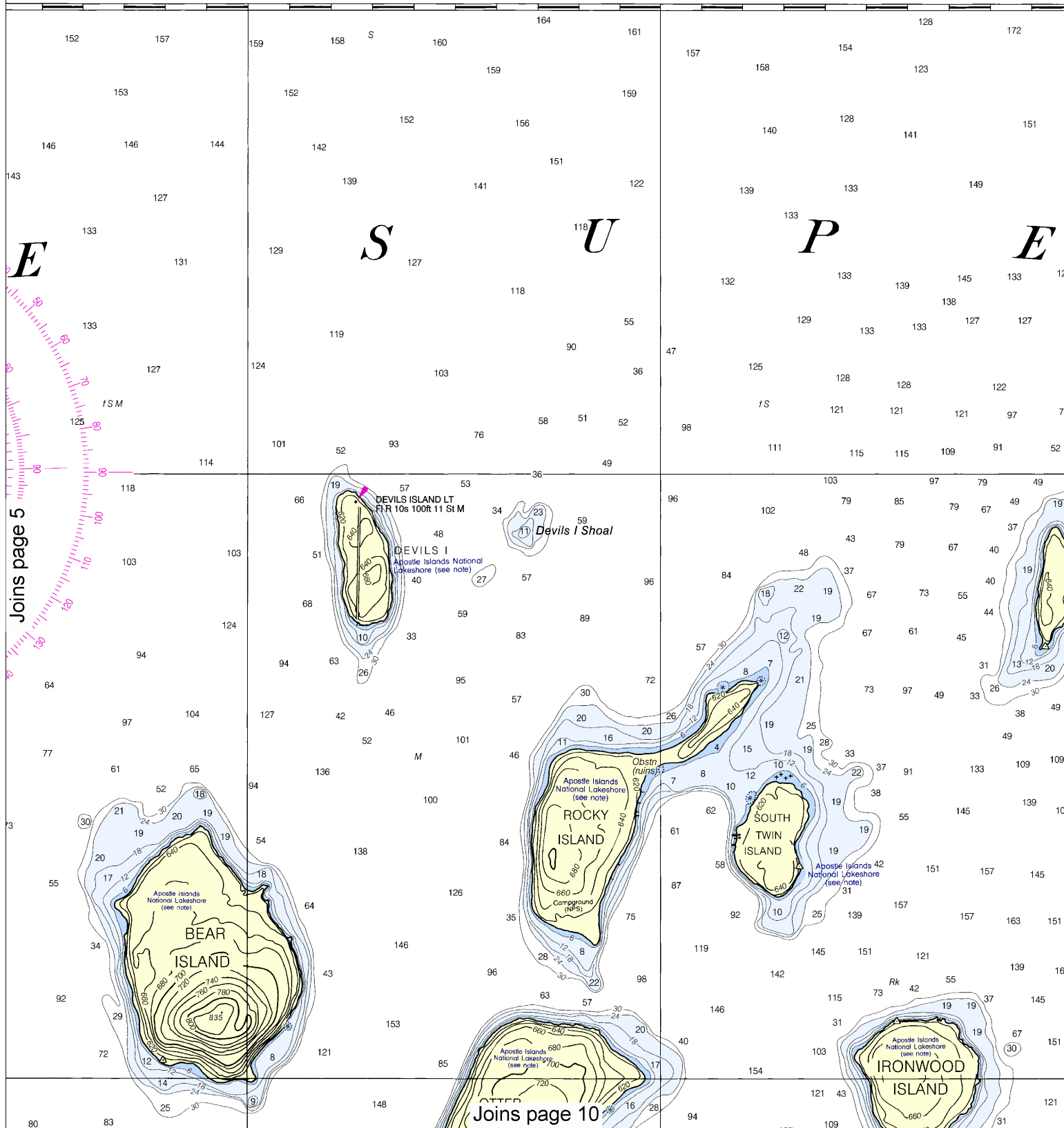




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:80000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

90°45'

90°40'



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Joins page 10

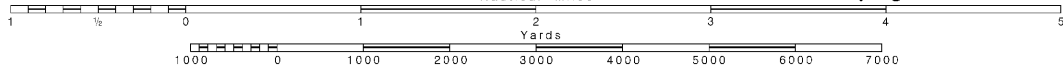
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

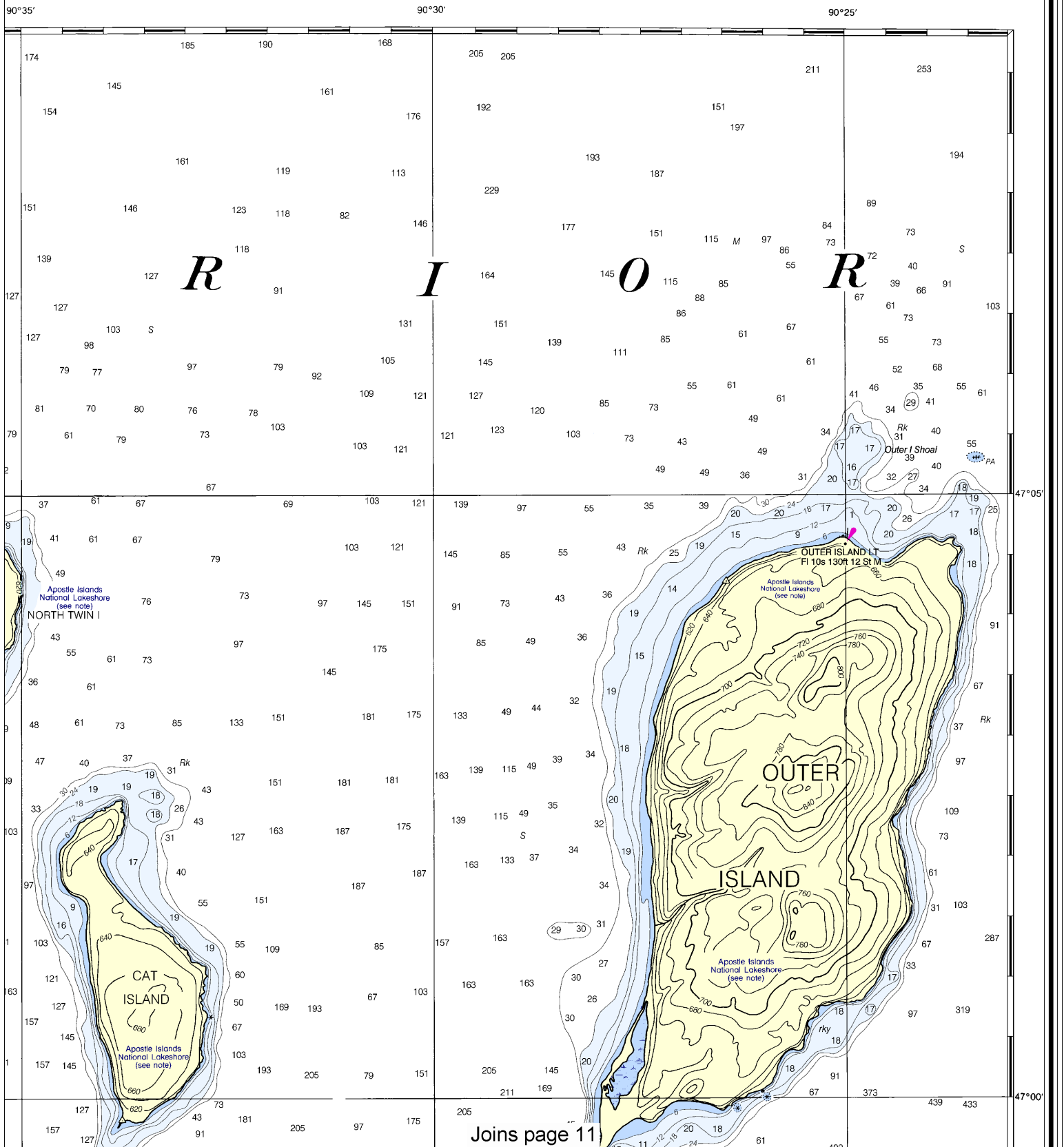
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See Note on page 5.

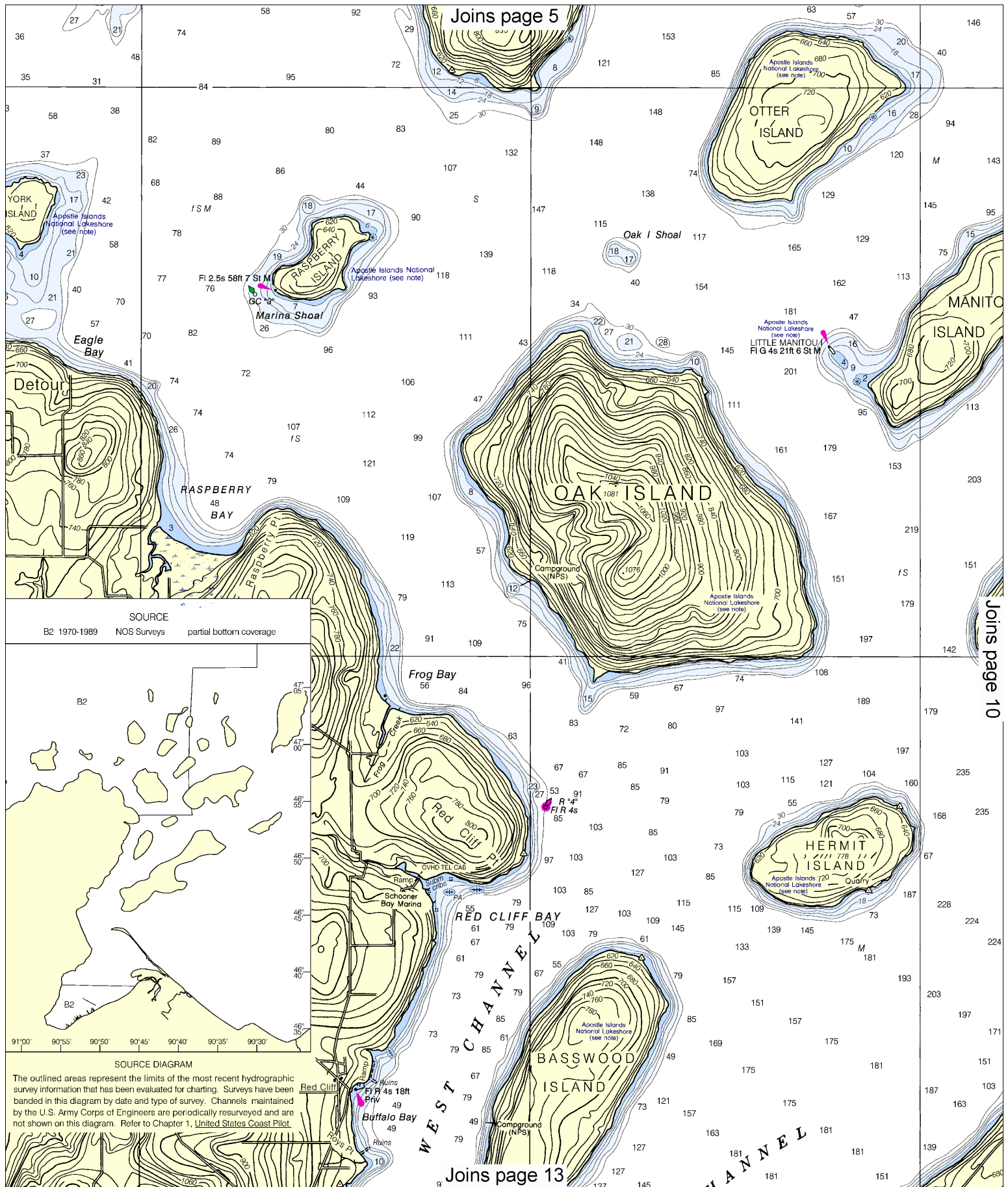


SOUNDINGS IN FEET

Nautical Chart Catalog No. 4, Panels A, B



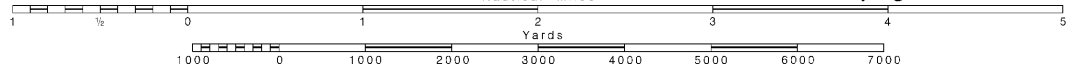
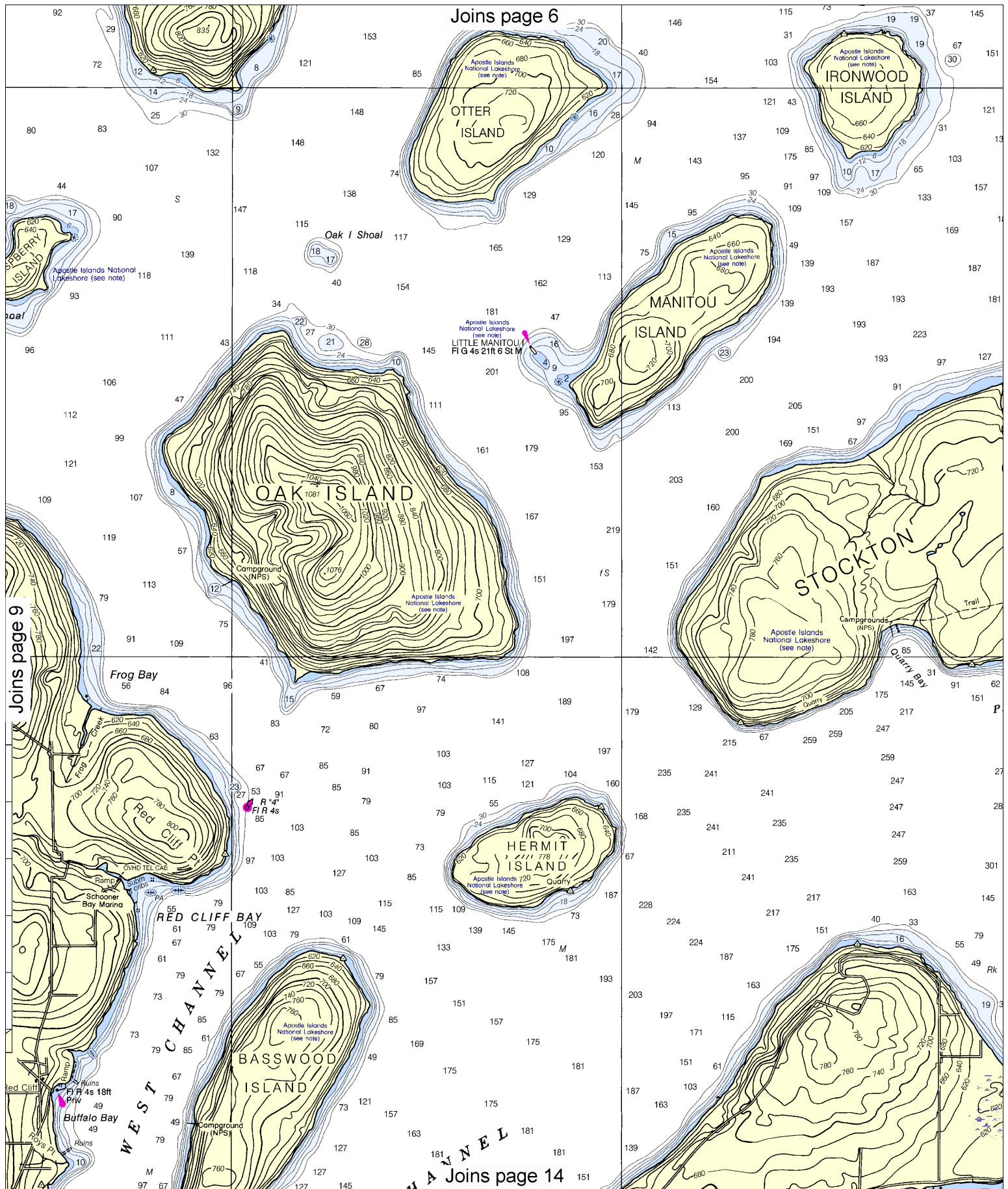
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

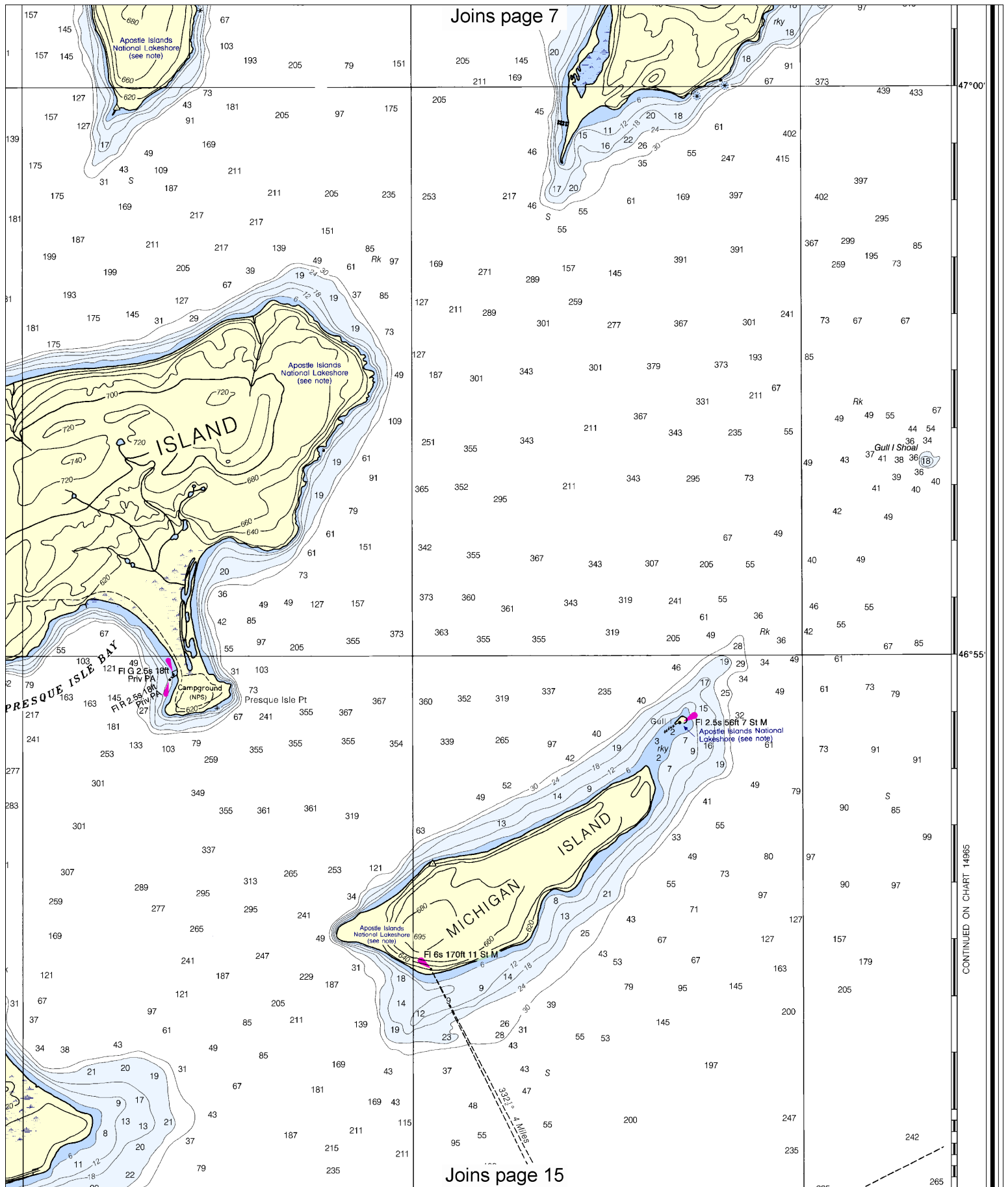


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Polyconic Projection
Scale 1:60,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Joins page 8

NOTES

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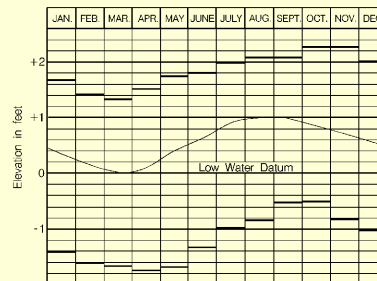
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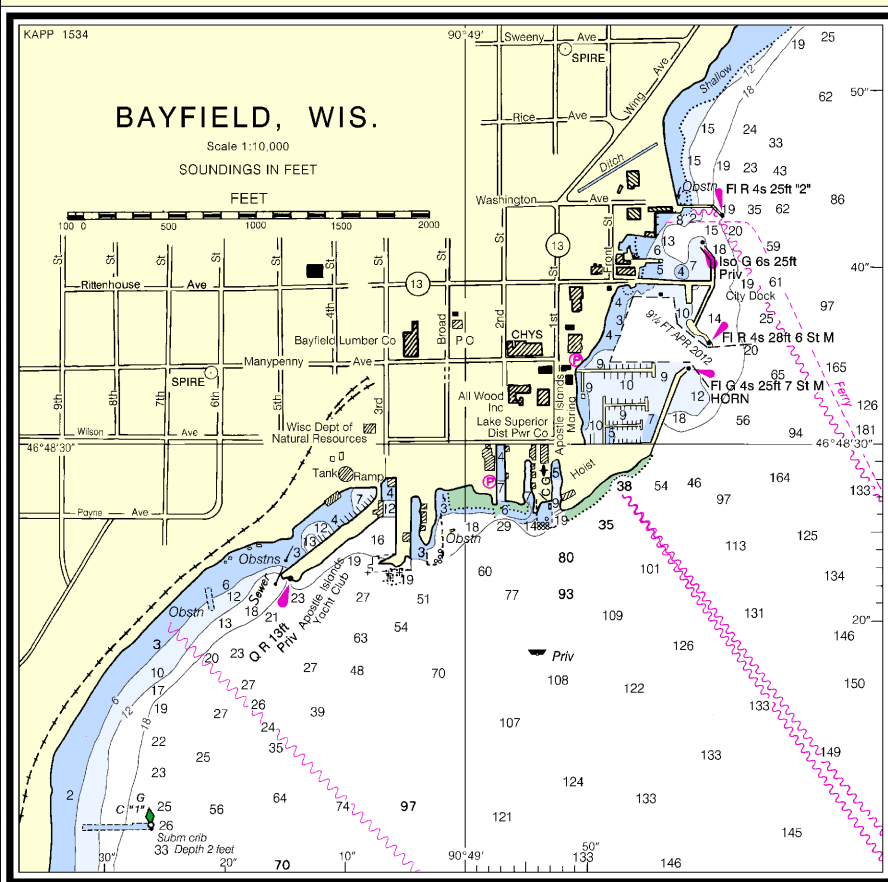
LAKE SUPERIOR



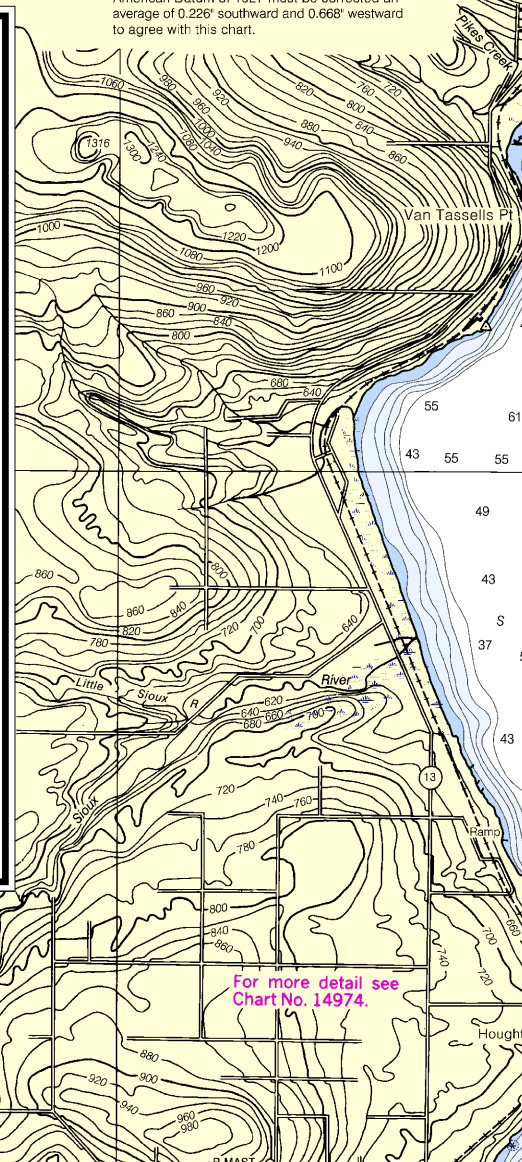
Average levels (1992-2001)
Extreme Levels (period of record)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

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For more detail see Chart No. 14974.

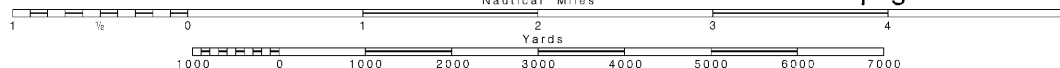
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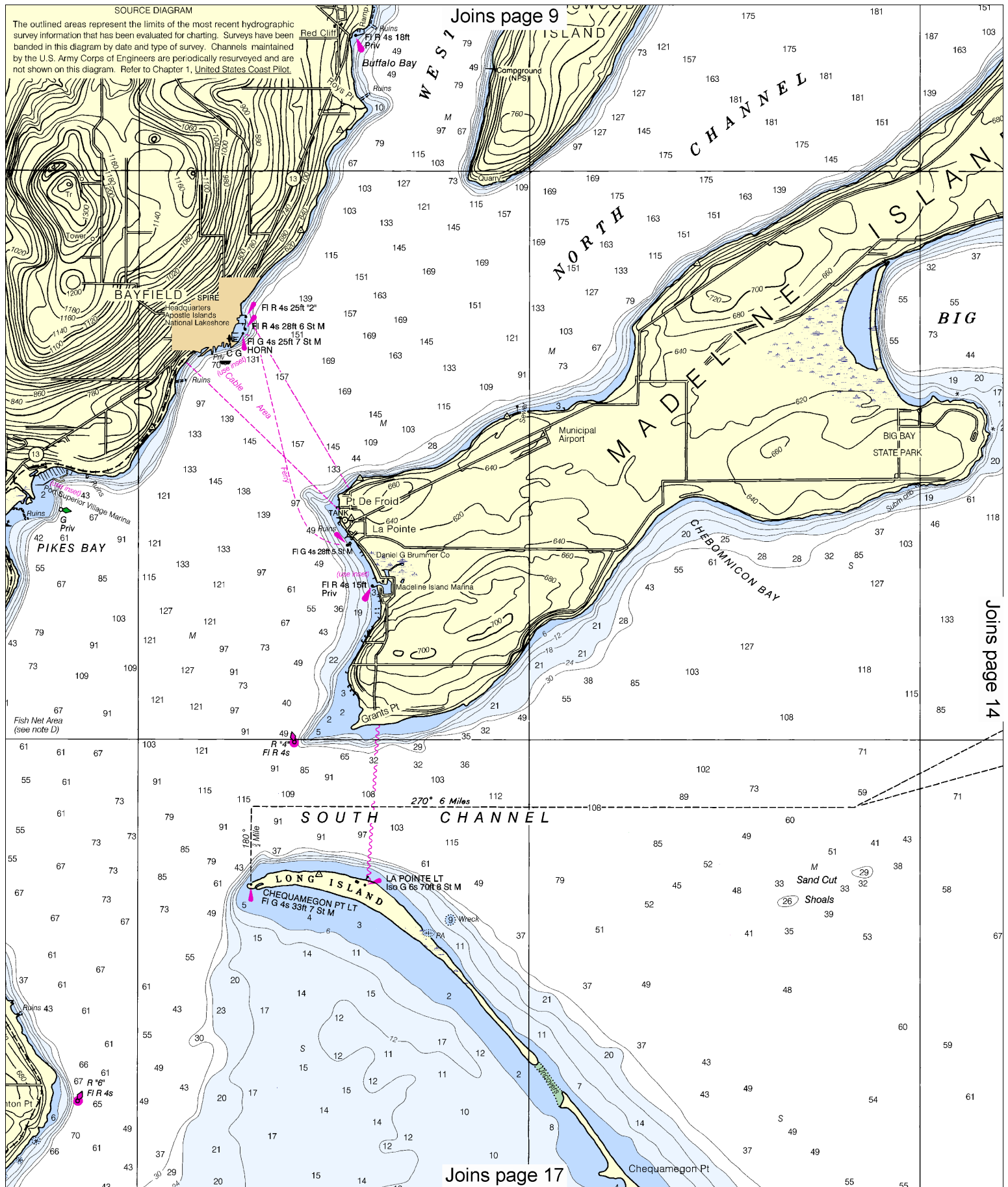
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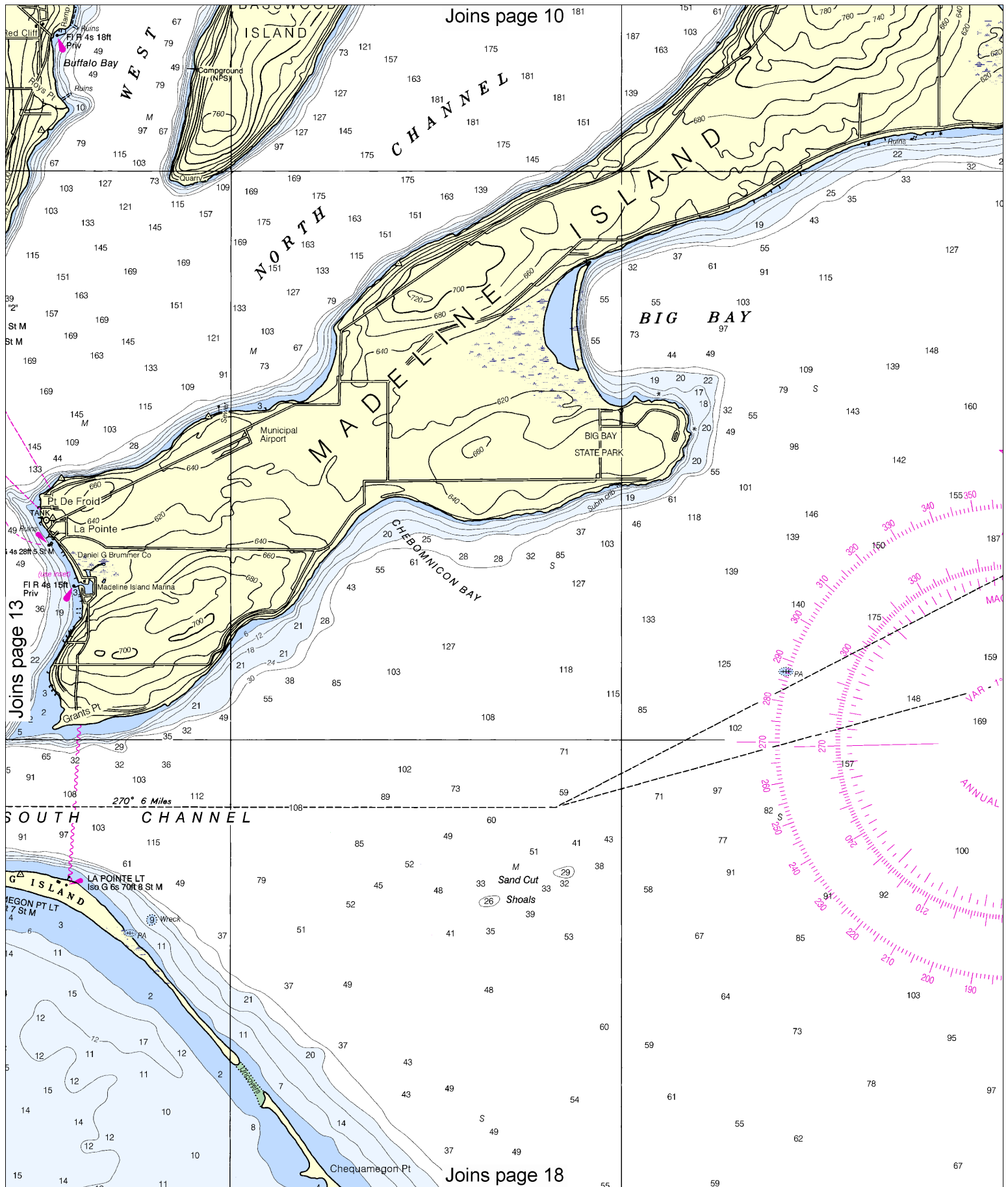
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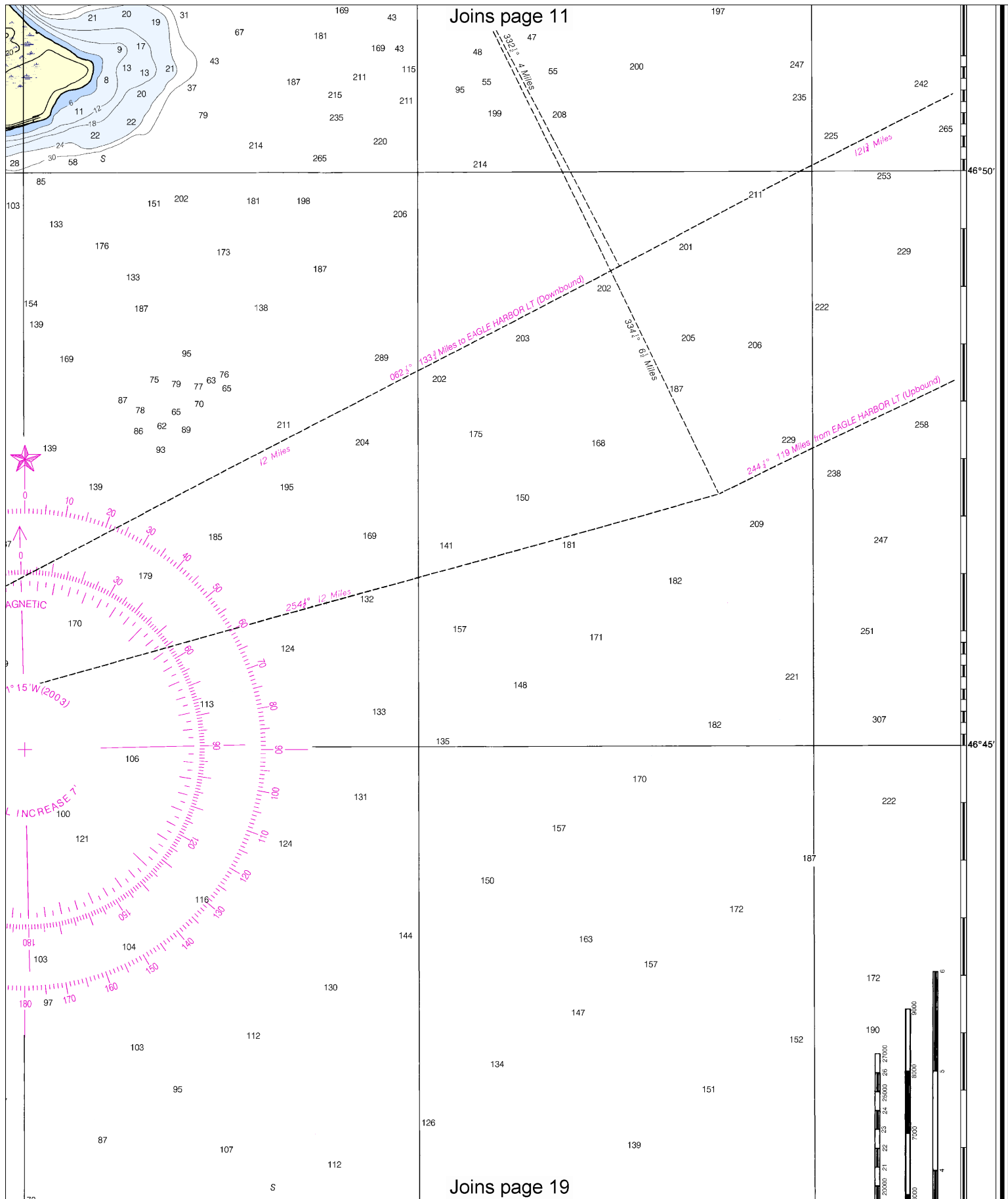
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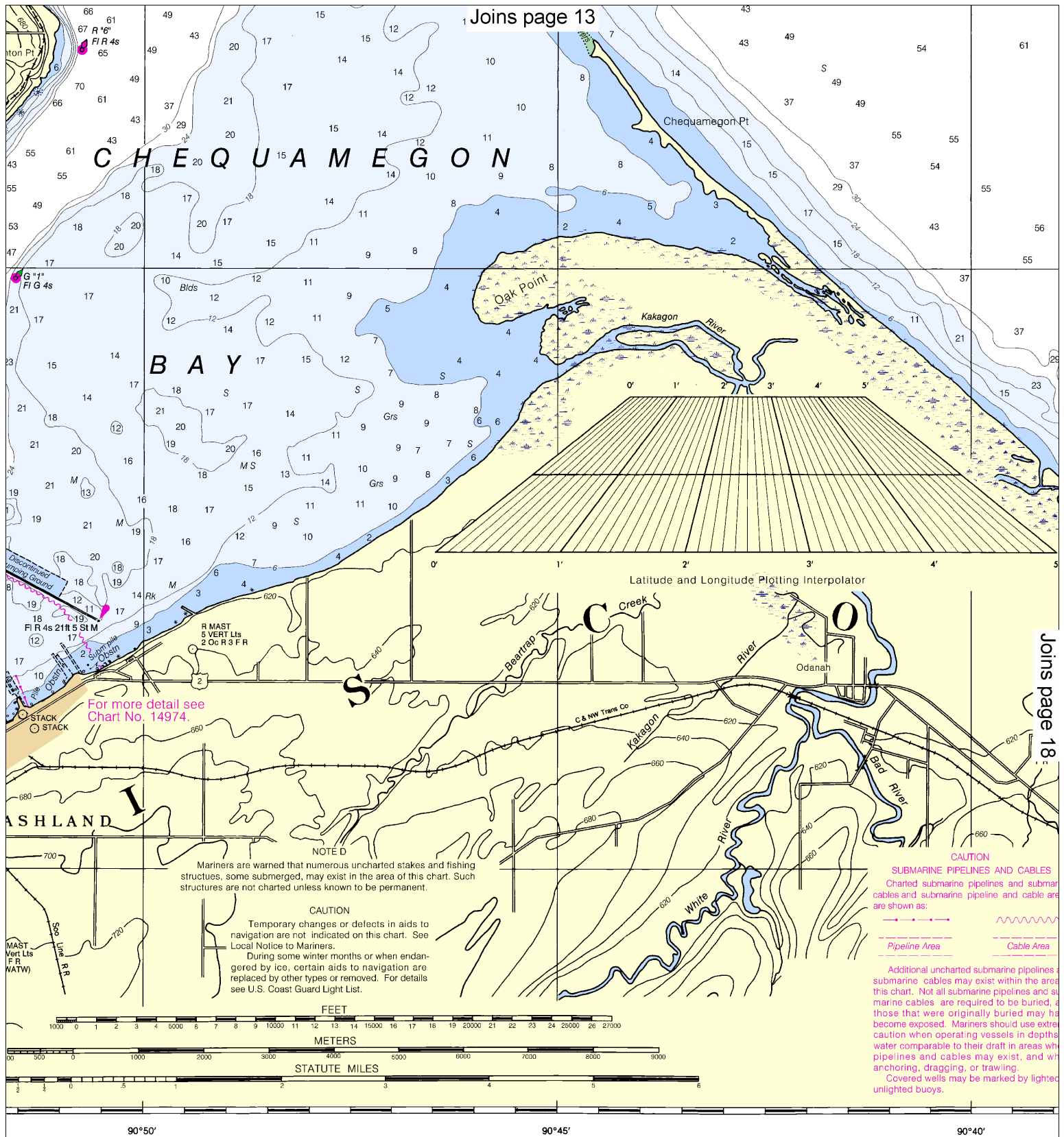
See Note on page 5.





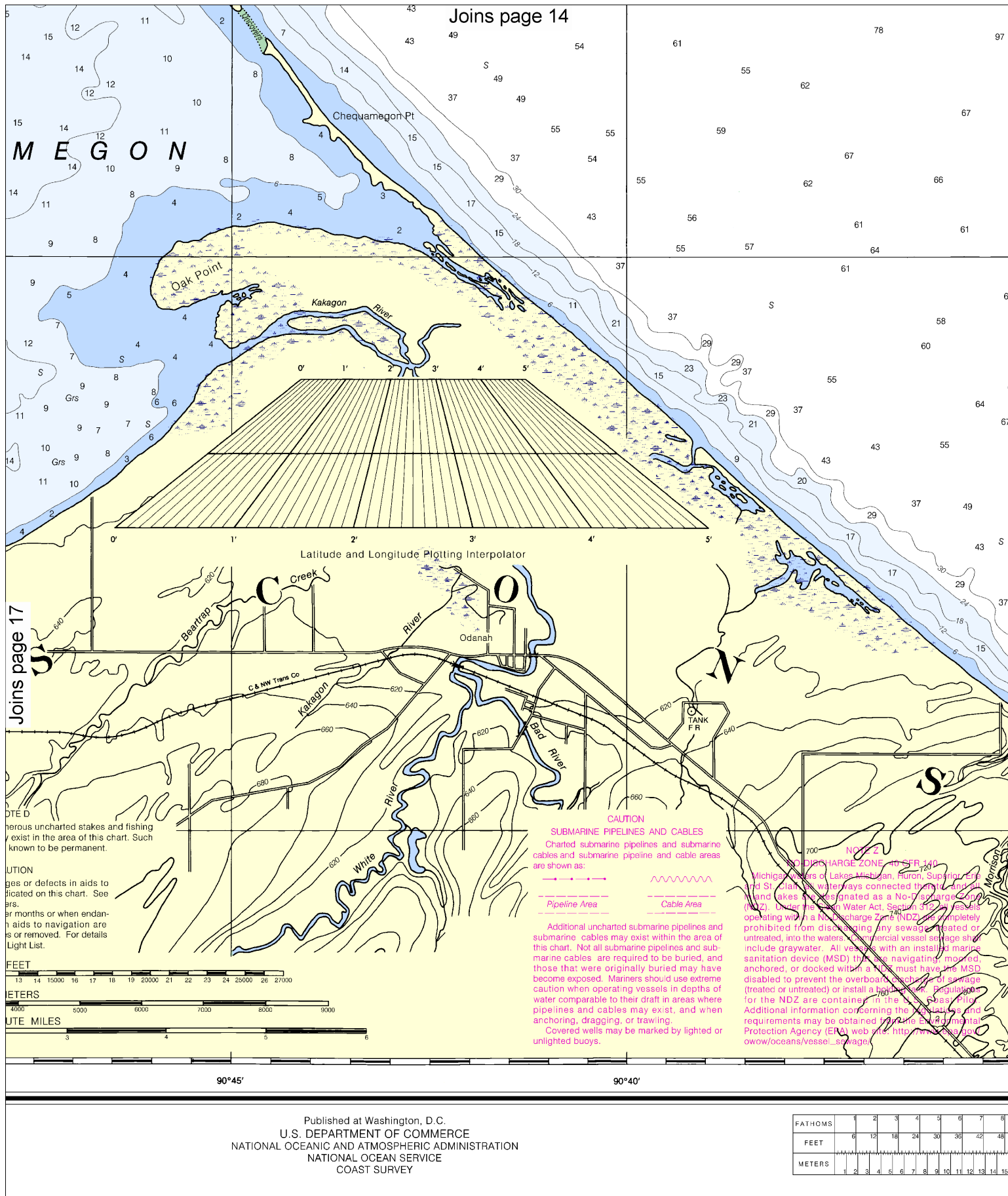






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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



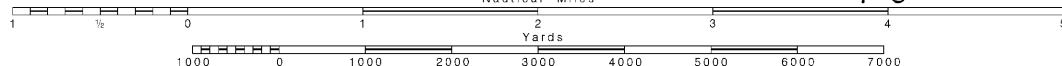
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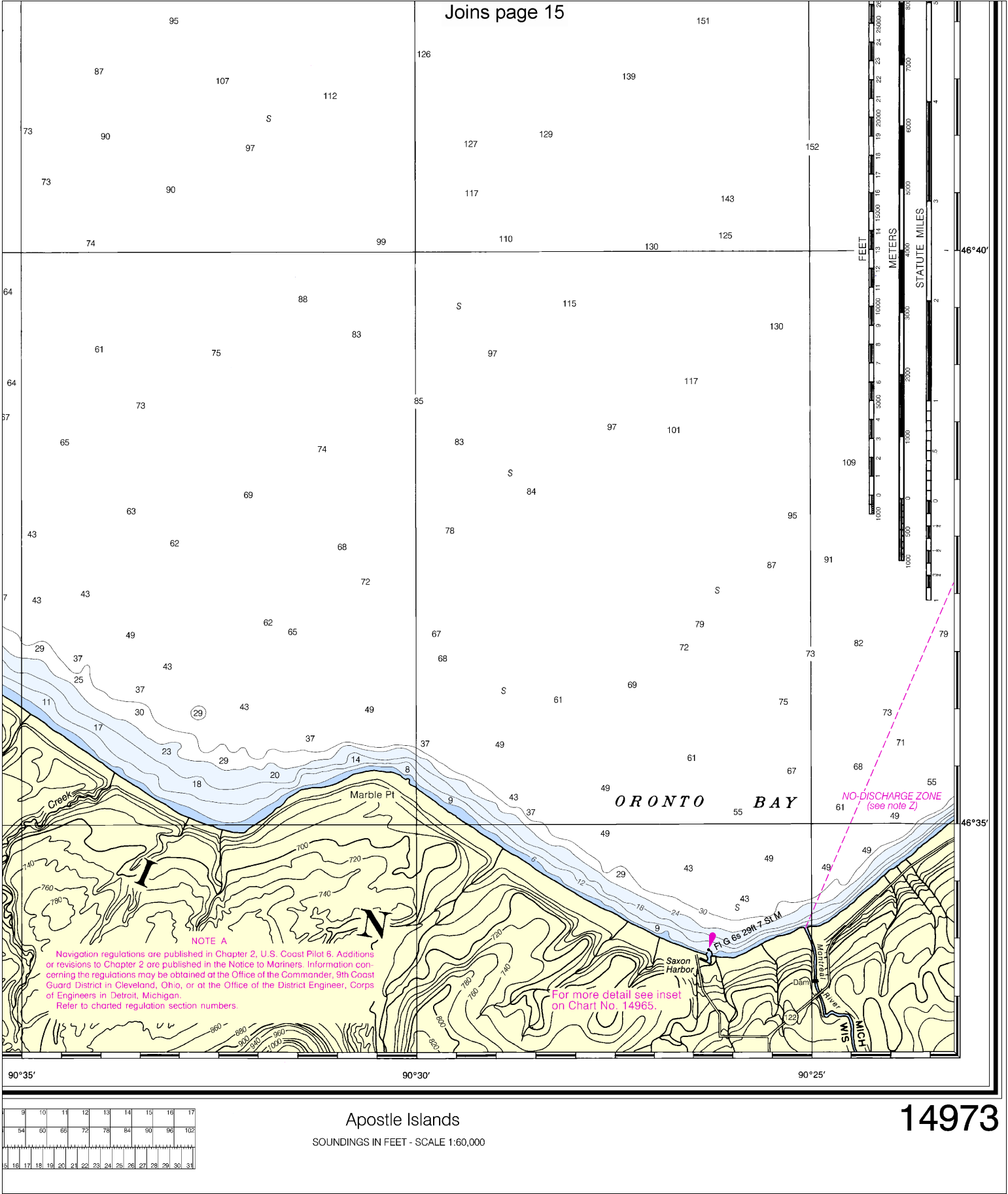
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.







EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker